Approved For Release 2005/12/05 : CIA-RDP80-00810A003300230010-9

				ION.SECRET		·		, , , , , , , , , , , , , , , , , , , ,	
COUN	TRY	Mast Ger	meny	प्रशासन्त क्षेत्रकारकोत्री एउट र नेत्रकार संज्ञितन क्षेत्रकार स्थापन	arraine na de la companyant de la companya	REPORT _	•		
10810	Ore	nienburg A	lirfield	S. Alle Salvanian research and Alle Salvanian and Selvanian	LE THE STATE OF TH		and the formal and the state of	nach chann aguine gha r gan thaign air ag le charille i thigh pa	egoni dicasa yeresa
e waan a meria	ger and origin is all a signature subsequences that	February region. As to 1 tidas Beziden van Asibid-va	2000 000 - 4. (1980) 2. (1990) 2. (1990) 2. (1990) 2. (1990) 2. (1990) 2. (1990) 2. (1990) 2. (1990) 2. (1990)	ा प्रमान न कर्मा प्रशेषिक प्रोट में हैं हैं व्याप्त कराने है			imatelijanskiprosen votekliskik ir m		25>
	NOTTAL			PLACE C	ETAINED			TO SEPTEMBER 1885 AND THE SEPTEMBER 1885	20/
	OF CONT				<u> </u>	ostave veiktiera of equationists great the sheet, this softigh	ntural Arbania assait. sürəniyasışı, a 24	THE COST COST AND PROPERTY OF THE COST OF	THE BUILDING CO
XJATE	OBTAINE	ـــــاد			bate PREPA	RED 17 Dec	ember 1953	and the second second second	este en
REFER	RENCES_	MARKET .		Variabilities on the second of	n als and code decides could be well used and the	THE PERSON NAMED IN COLUMN TO A STATE OF THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUM		S-W-MS-WARRING T-AN-TO-MAN AND MAN AND	endergramment upper - 4 pro-
PAGES	33	ENC	LOSURES (NO. & TYPE)	one chet	h 146-			The Confederation of the Confe
REMA	RKS	NEW HORSE STATE OF THE STATE OF	Service State of the Service of the	owner agreement omercopies a surrection comits	ar yen sirik 11 iliya sasanilki valis Talisanilish desk salindere k	internal (Ministrator et Ministrator	namenarje-komma krask i kommano krask i k	properties and appropriate and the submission of	NATURAL STATE CONTRACTOR STATE OF STATE STATE OF STATE STA
المراجع المراج	make a to a personal description	enceknostiskopi skilani sajeski pii skilation	magagathusacom undurantes menerala menerala	. E. 1998 John Broken William (1990), 1990 July 20, 1990		·	magnicat attachens tracke, confinencial sympactic en cu	a Jugo airs ac agos com bitair annighte ang pasti siste s a	rothe meanware arms a conservation
					,				AND THE PROPERTY AND ADDRESS OF THE PARTY AND
X1		manifestrate procured team, rate day, comits 3 feet frequency in ground	ACTO AND NO THE RESIDENCE COMMISSION OF	THE RESIDENCE OF THE PARTY OF T	A 14 CM 19 MM 19 M				
	Too.								
X1	an of va	d the foli- cement, l s being do iners, eac	owing mate, 020 liter ne on a fu	erial was u es of grave wel dump at capacity of	reting work used for 1 c if and 210 1 the spur t 24,000 lit	ubic meter of chi rack to the ers. were s	of concrete ippings. Co field. A t cheduled to	s: 6 hundred enstruction total of 40 o be built.	lweights work con- Groups
X1	an of wa ta of	d the followers, los being do iners, each five cont	owing mate ,020 liter ne on a fu h with a c aimers sac	erial was used of grave and dump at capacity of the ware con	sed for 1 c	ubic meter of charack to the ers, were saline. No p	of concrete ippings. Co field. A t cheduled to umping inst	s: 6 hundred enstruction cotal of 40 o be built, callation wa	lweights work con- Groups
X1	an of wa ta of ab	d the follocement, I s being do iners, each five contle as yet. transformer anienburg October, the field	owing mate, 020 liter ne on a fit h with a cairers sac The airf: r station canal, abo a conferer, the Bau	erial was ure of grave uel dump at mapacity of the ware con deld was al was being out 100 met one was all union Brand	used for 1 contact of and 210 1; the spur to 24,000 literated by a	ubic meter of the rack to the ers, were so line. No post the complete at the air of the road between the other agence.	of concrete ippings. Confield. A to cheduled to umping instead by 30 Confield, 120 via the Velle German coies with resistance.	e: 6 hundred onstruction total of 40 to be built. callation we cober. meters west ten bridge, onstruction egard to the	weights work con- Groups avail- c of the On staff

- pared roof paper. Near this building, the fence turned and extended to the trans
 - former house. On 23 October, source observed a cable ditch behind the transformer station. A cable was being laid in the ditch and subsequently covered with bricks in mid-November. At the same time, the transformer house was being provided with

The small brick building east of Wilhelminenhof was provided with a roof of pre-

5. At the end of October, an estimated 60 workers were employed at the field. Every night beginning around 20 October, the northern entrance to the field was lighted. Source observed that grass was growing on the recently plowed and sown areas north and south of the runway.

CLASSIFICATION ----

		SECRET 25X1
		25/1
	6,	
25X1	-	
2.3	7.	In November, workers started filling up the fuel dump with earth. There were three groups of containers each consisting of 10 containers and a fourth group of 12 containers. All of the containers had the same size, each with a capacity of 25,000 liters. The fuel dump was being surrounded by an extra fence within the airfield in mid-November. The spur track terminated at the fuel dump, after the rails formerly leading to the runway had been dismantled.
	8.	In mid-November, two new entrance gates were being built, one at Volten bridge and the other one near Annahof. A lead covered cable, 5 cm in diamer, was being laid in the ditch leading; from the small transformer house at Velten bridge to the fuel dump and hangar.
25X1 25X1	9.	Lieutenant Colonel Romanenko (fnu) was only seldom seen in Oranienburg. He had dissolved his office in Oranienburg and allegedly transferred to Schorfheide airfield. On 20 November, 85 workers were employed at the field and mostly engaged in grading work. There were no Soviet or German guards at the field.
	Construction work on the fuel dump was nearing completion in the first half of November. A brick superstructure for filling and drawing off fuel was fitted on each container. Subsequently, the containers were covered with earth. Between the spur track and the fuel dump, an additional railroad siding was being laid for the railroad tank cars. This railroad siding extended about 60 meters beyond the fuel dump in a southeasterly direction.	
25X1	11 _e	The field was unoccupied prior to 22 November and no indication of an intended occupation was observed. Construction work at the fuel dump continued and the fuel containers were being covered with earth and sods. A new building with a flat roof was observed 200 to 250 meters east of the point where the spur track entered the airfield.
25X1	12.	On 13 November, an empty train of 40 cars, which first was directed to Strausberg arrived at Granienburg. On the same day at 10:30 a.m., this train left for Jueterbog Altes Lager. The train consisted of 5 boxcars carrying troops wearing black-bordered blue epaulets, 15 closed boxcars, 7 flatcars with sideracks carrying crock and truck
25X1		carrying one truck each, 9 flatcars with sideracks carrying 14 generators and 2 searchlights, and 4 flatcars with sideracks loaded with billeting equipment. At about 6 p.m. on 14 November, train left Oranlenburg for Schwerin. The train consisted of 1 boxear carrying troops wearing black-bordered blue epaulets, 4 flatcars with sideracks loaded with trucks and 2 tractors, and 2 flatcars with sideracks loaded with billeting equipment.
25X1 25X1 25X1 25X1	1.	Comment. It is believed that work at the field has been completed. For sketch of fuel dump see Annex.
25X1	2。	Comment. Lieutenant Colonel Romanenko was previously believed to be the
25X1		representative of the Soviet Air Force construction staff Warder. 25X1 Romanenko belongs to the Cottbus Stair Litvinov at 1 to 3 Olbricht Strasse in Leipzig.

SECRET

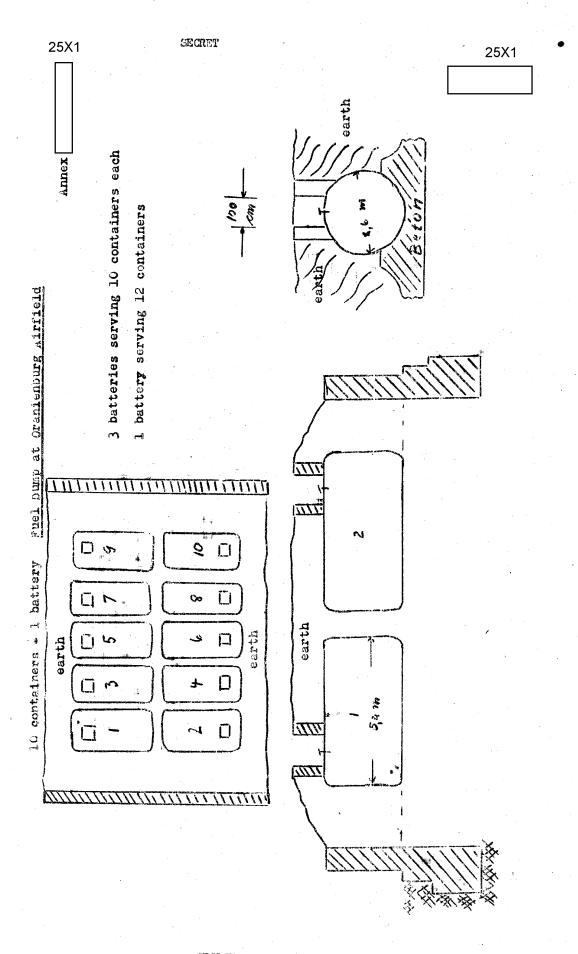
SECRET,

* .	25X1

25X1

Gomment. The train which left Oranlenburg for Justerbog Altes Lager probably carried construction personnel and construction equipment. It has not been determined whether improvement work at Justerbog Altes Lager airfield, which was planned in March 1953 and later was given up will done now. The shipment for Schwerin possibly was destined for the alternate airfield at Buchholz where only minor repair work may have been intended.

SECRET



SECRET,